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GOR'KIY AUTOMOBILE PLANT INCREASES PRODUCTION, SAVES MATERIALS IN POSTWAR PERIOD

N. Golovan'

More than 21,000 innovations and technical organization measures were introduced in the Gor'kiy Automobile Plant imeni Molotov in 1948, effecting an economy of 50.4 million rubles. In 1949, the savings from these measures amounted to more than 90 million rubles.

In 1946, the plant put the new GAZ-51 truck and the M-20 Pobeda into production. In 1947, it surpassed its prewar level of production. In place of the old GAZ-AA $1\frac{1}{2}$-ton truck, the plant is putting out the new GAZ-51 $2\frac{1}{2}$ ton truck.

The increase in gross production, as compared to 1946, was as follows: 1947, 14 percent; 1948, 62 percent; 1949, 74 percent; 1950, more than 98 percent. Toward the middle of 1950, the plant attained a level of production twice that of 1940.

Besides lowering the labor consumption by increasing labor productivity, the plant devotes great attention to reducing the consumption of materials. In the past 2 years alone, over 11,000 tons of metal have been saved by introducing innovations. By lining bearings with lead babbitt instead of tin babbitt, hundreds of thousands of rubles were saved. A number of expensive materials were replaced by cheaper ones without lowering the quality of the products. Technical organization measures saved 25 million kilowatts of electric power and 17,000 tons of fuel above the plan for 1948 - 1949. Leading engineers and economists visited auxiliary plants to study technical organization problems, and to point out ways to cut the cost of goods which these plants sell to the Gor'kiy plant.

In the past 2 years, 144 new assembly lines have been set up, more than 35,000 partially mechanized units have been organized and put into use, and the number of meters of conveyer belt has been increased by 10,000.

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Stakhanovites in the radiator, press-forging, and other shops used 625 fewer tons of costly nonferrous metals than provided for by the norms. In operations where lead solder is used to smooth the surface of the car body, the thickness of the deposited layer of metal is closely checked. Special devices which permitted rapid smoothing of hollows were introduced in this operation. Standards were made more strict for the exact adjustment of dies in the sections where parts are stamped. Soldering of the radiator grill was replaced by spot-welding. Stakhanovites in the foundry saved more than 20 tons of oil and linseed oil, more than 75 tons of flour, dozens of tons of core-binder, graphite, and lycopodium /powder/, more than 20 tons of sulfite, 20 tons of coke, and 270 tons of wire used in reinforcing cores; at the same time they sharply reduced waste and raised the quality of products.

In Foundry No 2, a special hopper was built to feed the core mixture mechanically and without loss. Narrowing the gap between the table and the plate on the molding machine reduced the consumption of molding materials 30 percent. A dismountable measure for pouring the core-binder reduced the waste of this liquid, which had amounted to 50 kilograms per month.

Special racks and mobile carts with shelves are used to protect the cores. All damaged cores are reconditioned. A great saving was made by replacing the 4-GU oil core-binder with the P-3 oilless core-binder (the first costs 6 rubles, 30 kopeks per kilogram; the second, one ruble, 35 kopeks).

The loss of gray iron due to defective cores was reduced 50 percent by mechanizing the delivery of cores from the oven to the assembly section. One core instead of three is now used in molding connecting pipes. Core reinforcements are now used twice.

Stakhanovites in the machine and forge shops cut down wear on tools, thereby saving approximately one million rubles in 1949. To cut down the consumption of dies in the forge shop, the temperature of the stock is strictly maintained, and the surface of the die is cleaned often, cooled, and accurately adjusted.

Stakhanovites of the machine, assembly, woodworking, and other shops saved 110 tons of pigment and other chemical products. The assembly shop saved 1,775,000 rubles over the plan by lowering production cost. Textile materials were saved by innovations in the layout of materials and the utilization of trimmings. Disks for polishing chrome parts, formerly made of cotton cloth, are now made of scrap textile materials.

The capacity of cupola and electric furnaces was increased by cutting down the thickness of the lining, by putting in special overflow tap holes, and by raising the altar of the furnace 65 millimeters and increasing its charge from 104 to 130 volts. These measures increased the productivity of the cupola furnace 50 percent and doubled the output of the electric furnace. Consumption of electric power, graphitized electrodes, and firebrick per ton of liquid pig iron was decreased. A saving of 86.4 tons of electrodes and 1.1 million kilowatt-hours of electric power simultaneously improved the quality of the iron and cut reject castings in half.

One hundred sixty-nine repair brigades have been put on a cost accounting basis. The plant's Stakhanovites, working on a cost accounting basis, saved 12.4 million rubles' worth of materials, tools, spare parts, electric power, fuel, etc., in 1949. Savings for the first half of 1950 equaled 11 million rubles. /Second Motor Shop is mentioned./

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